

CLASSIFIED MESSAGE

DATE 2127Z 10 JAN 63

~~SECRET~~

ROUTING

1		4
2	CHD	5
3		6

TO : DIRECTOR

FROM :

EO 12958 3.3(b)(1)>25

ACTION: OSA (1-2-3-4-5-6-7-89--10)

INFO : S/C (11)

TOR: 2143Z 10 JAN 63

PRIORITY

IN 61989

TO PRITY

INFO

CITE

7657

OXCART

1. FLT NUMBER TWO AIRCRAFT 124 AIRBORNE AT 0900 HOURS
10 JAN 63. TAKEOFF GROSS WEIGHT 85,000 POUNDS, CG
21.5 PERCENT. MAXIMUM VELOCITY M 1.2 MAX ALT 40,000 FEET.
PILOT LOU SCHALK. DURATION OF FLT ONE HOUR NINE MINUTES.
2. PURPOSE OF FLIGHT WAS GENERAL SHAKEDOWN AND CHECK OF
ALL SYSTEMS INCLUDING EMERGENCY. THERE WERE ONLY THREE
SIGNIFICANT SQUAWKS ON THE AIRCRAFT.

- A. THE "A" ROLL CHANNEL CAUSED A PITCH OSCILLATION.
- B. THE LEFT ENGINE WAS TRIMMED TOO HIGH ON EGT.
- C. THE BRAKES, WHICH ARE STANDARD, WERE UNSATISFACTORY
REQUIRING EXCESSIVE PEDAL PRESSURE, HAVING SLOW RESPONSE, AND
NOT ENGAGING SIMULTANEOUSLY.

3. NONE OF THE REAR COCKPIT CONTROLS, EQUIPMENT, OR
INSTRUMENTS COULD BE CHECKED SINCE NO ONE WAS CARRIED IN REAR
SEAT. HOWEVER, THE REAR SEAT WILL BE OCCUPIED ON THE NEXT
FLIGHT WHICH IS TENTATIVELY SCHEDULED FOR SATURDAY 12 JANUARY 1963.

APPROVED FOR RELEASE
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PAGE TWO

4. AIRCRAFT NUMBER 122 HAS MADE ENGINE RUNS ON BOTH ENGINES WITH NACELLES CLOSED, AND IS TENTATIVELY SCHEDULED FOR FIRST FLIGHT ON 12 JANUARY 1963. THE HAM STANDARD STARTER CART QUIT WHILE ATTEMPTING TO START ENGINES AND THE OLD P AND W AIRESEARCH AIR TURBINES HAD TO BE SUBSTITUTED.

5. PE REPORTS THAT PRELIMINARY READINGS OF THEIR FILM FROM YESTERDAY'S FLIGHT SHOW RESOLUTIONS OF 140 TO 148 LINES PER MM.

END OF MSG

~~SECRET~~